



## You have questions. We have answers.

### What projects are being planned for SR 167?

- **SR 167 HOT Lanes Pilot Project** - This four year pilot project will convert nine miles of existing carpool lanes along SR 167 into High Occupancy Toll (HOT) lanes. WSDOT is using the pilot project to determine how to make HOT lanes work best on SR 167 and in the Puget Sound Region. The HOT lanes are anticipated to open by the end of 2008.
- **SR 167 Valley Freeway Corridor Plan** - To help reduce congestion and improve safety on SR 167 from S 180th Street in Renton to SR 161 in Puyallup, WSDOT is developing recommendations for transportation improvements in order to address growth over the next 25 years along SR 167. The corridor plan will be completed by mid 2006.
- **15th NW to Ellingson Road High Occupancy Vehicle (HOV) Extension** - This congestion relief project will extend the HOV lanes in the southbound direction from 15th Street NW to Ellingson Road and in the northbound direction from Ellingson Road to 15th Street SW. The environmental assessment of this project will be complete by Summer 2007. The project schedule is yet to be determined.
- **15th SW to 15th NW HOV Extension** - The project will provide a continuous northbound carpool lane from the Auburn Super Mall to I-405 in Renton to increase safety and reduce congestion on SR 167. Construction will begin in Spring 2006 with completion in Fall 2007.
- **Northbound Ramps to Ellingson Road** - A new signal and right turn lane will be added to the northbound exit to Ellingson Road to improve safety and traffic flow for drivers in the Pacific area. Construction will begin in Summer 2006 with completion in Fall 2006.
- **SR 167 New Freeway from Edgewood to Tacoma** - To complete the original Highway 167 plan, engineers are designing a link from SR 161 in Edgewood to I-5 in Tacoma, as well as a connection to SR 509 near the Port of Tacoma, to provide faster, safer travel options for commuters, regional travelers and freight. If funding becomes available, construction could begin in 2009 or 2010.

#### How can I find more information about projects on SR 167?

Please refer to our Web site to find links, online comment forms, notices about upcoming public events, and contact information for the WSDOT staff person assigned to each project:

[www.wsdot.wa.gov/Projects/SR167](http://www.wsdot.wa.gov/Projects/SR167)

#### Who is involved in planning and designing projects for SR 167?

The WSDOT project teams are coordinating with city staff, elected officials, tribes and stakeholder groups with an interest in the SR 167 corridor through regularly scheduled meetings, briefings and community events.

### SR 167 HOT Lanes Pilot Project

#### What are HOT lanes?

High Occupancy Toll (HOT) lanes are lanes that are open to vanpools, carpools, transit, and toll-paying solo drivers. Tolls will be set to assure that traffic keeps flowing even when regular lanes are congested.

#### Why HOT lanes on SR 167?

Analysis of SR 167 carpool lanes found that there is room to help alleviate some of the traffic in the general-purpose lanes while maintaining trip reliability for carpoolers and vanpoolers in the area.

#### What about the price of HOT lane tolls and payment options?

As the HOT lane gets crowded, the tolls go up, fewer people choose to enter the HOT lane, and the level of traffic balances out. Tolls change based on congestion. When the lanes open in 2008, the price will likely be between \$1.50 and \$2.00 per trip.

#### Why would I pay a toll to use the HOT lane?

While WSDOT cannot guarantee how fast traffic is moving in the general-purpose lanes, WSDOT will be able to maintain speeds in the HOT lane at 45 mph or greater, 90 percent of the time, during rush hour, barring any unusual circumstances such as an accident in the HOT lane. When you pay a toll to use the HOT lane, you are buying a reliable trip to your destination.

**How will WSDOT address safety and enforcement issues in the HOT lane?**

A number of methods will be used to ensure that those required to pay HOT lane toll do pay. Enforcement lights will flash when the HOT lanes tolling system successfully recognizes a transponder. Enforcement zones will be located after each access point so the state patrol can pull over HOT lane violators. Solo drivers will be fined for entering the HOT lane without a working transponder, and can also be fined for crossing the double white lines that restrict access to the HOT lanes between designated entry and exit areas.

**Will the HOT lanes users’ information be protected?**

Yes. Your personal account data is protected by law. Travel data will be used for the purposes of monitoring the performance of the pilot project, but this data will not be linked to account data.

**SR 167 Corridor Plan**

**What is a corridor plan?**

A corridor plan includes recommendations for transportation improvements over the next 25 years to address congestion and improve safety.

**What are the benefits of developing a corridor plan for SR 167?**

The corridor plan will identify specific transportation projects that improve safety and mobility on SR 167. The plan can then be taken to the legislature and used as a tool to secure funding for projects outlined in the plan.

**What happens after the corridor plan is complete?**

The SR 167 corridor plan will be completed by fall of 2006. Recommended transportation improvements outlined in the plan still need to secure funding and move through the design, environmental review and construction phases before they become reality. The 2005 Transportation Partnership Account funds some

of the projects that will be included in the plan, such as the HOT Lanes Pilot Project and HOV extension projects. Other projects still need to secure funding.

**What major corridor issues have been identified?**

Congestion, safety, and freight mobility have been identified as the major issues facing the SR 167 corridor. Impacts to other facilities that are close to or connect to SR 167 will also be considered during the corridor planning process, as well as specific bottlenecks, such as the SR 410, SR 18 and I-405 interchanges, that impact the traffic flow along the entire corridor.

**What potential improvements have been identified?**

Potential improvements identified for the SR 167 corridor include constructing additional general-purpose lanes, fixing specific bottleneck locations through interchange improvements, and extending the existing HOV lane.

**15th NW to Ellingson Road High Occupancy Vehicle (HOV) Extension**

**What is an Environmental Assessment?**

An Environmental Assessment (EA) is a document that identifies and evaluates potential environmental effects of the proposed project and describes the transportation or other needs that the proposed project will satisfy. The EA also lists and analyzes proposed alternatives and describes the impacts and mitigation measures for each alternative. Agencies and the general public will have an opportunity to comment on the scope and findings outlined in the EA.

**Why does an EA have to be done for the HOV extension?**

The project team will identify and address environmental, ecological, aesthetic, historic, cultural, economic, social, and health-related concerns in the document. A strong understanding of these factors will ensure the project is

sensitive to any adverse impacts to the community or environment.

**Where will the new HOV lanes extend?**

The HOV lanes will be extended in the southbound direction from 15th Street NW to Ellingson Road and in the northbound direction from Ellingson Road to 15th Street SW.

**How do HOV lanes improve traffic flow?**

HOV lanes maximize the number of people moving on our roadways and help maintain transit speed and reliability. During rush hours, HOV lanes move 32% of the people on Puget Sound freeways in only 17% of the vehicles. While cars in other lanes are stuck in traffic, HOV lanes usually move at 45 miles per hour or more at least 90% of the time. Less congested lanes also lead to less pollution.

**ADA Information:**

Individuals requiring reasonable accommodation of any type may contact Mike Sallis at [sallism@wsdot.wa.gov](mailto:sallism@wsdot.wa.gov) or (206) 464-1230. Persons who are deaf or hard of hearing may call WA State Telecommunications Relay Service (TTY) at 711.

**Title VI:**

WSDOT assures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination based on race, color, national origin and sex in the provision of benefits and services. For language interpretation services, please contact Mike Sallis at (206) 464-1230. For information on WSDOT’s Title VI Program, please contact the Title VI Coordinator at (360) 705-7098.